



REPLY TO OFFICE COMMUNICATION DATED OCTOBER 27, 2005

I. INTRODUCTORY COMMENTS

This is a response to the Notice of Non-Compliant Amendment dated October 27, 2005. Applicant hereby submits the required corrections and amendments to overcome the objections cited by the Examiner.

A new listing of the amendment to the claims is hereby submitted to conform to 37 CFR 1.121(h), 37 CFR 1.173(b)(2), and 37 CFR 1.173(d)(1-2). Claims 1-13 which were previously cancelled and now are being submitted again for the examiner's consideration are labeled "previously canceled." The status of the claims and support for the new claims were included in the prior response to office action.

II. AMENDMENTS TO THE CLAIMS

37 C.F.R. 1.173 CHANGES SHOWN BY MARKINGS

A complete listing of all claims with changes relative to the patent being reissued and in conformance with the requirements of 37 C.F.R. 1.173 is as follows:

1. (Previously Canceled) A one piece chassis comprising:
 - one piece of metal formed to include;
 - a channel having a top, a bottom and a pair of sides;
 - a plurality of flanges positioned at the top of said channel and adapted for attachment of footwear; and
 - a plurality of holes positioned in said pair of sides and adapted to receive axles for skate wheels; and
 - predetermined regions of said one piece of metal later formed to include coined spacers surrounding each of said plurality of holes.
2. (Previously Canceled) The chassis recited in claim 1 further including flat, annular surfaces on said coined spacers.

3. (Previously Canceled) The chassis recited in claim 1 wherein said sides are substantially parallel to each other.
4. (Previously Canceled) The chassis recited in claim 1 wherein said sides are inclined toward each other adjacent said top.
5. (Previously Canceled) The chassis recited in claim 1 further including;
at least one support brace extending from at least one of said sides, attached to the other one of said sides, and adapted to provide rigidity to said chassis.
6. (Previously Canceled) The chassis recited in claim 1 further including at least one embossment in at least one of said sides.
7. (Previously Canceled) The chassis recited in claim 1 further including at least one gusset formed between each flange and the associated one of said sides.
8. (Previously Canceled) An in-line skate having a chassis formed from a single piece of metal comprising:
a chassis having a top portion, a bottom portion and two sides extending in a length direction;
footwear mounted to the top portion of the chassis;
a plurality of apertures formed and positioned in the bottom portion of the chassis along its length direction;
projections coined from said bottom portion of said single piece of metal surrounding said apertures and that extend from each side of the chassis toward the opposite side of the chassis; and
a plurality of wheels and axles rotatably mounted in the apertures and spaced between the two sides of the chassis by the projections.

9. (Previously Canceled) An in-line skate chassis formed from a single piece of metal comprising:

- a pair of sides including a first side, and a second side rigidly positioned substantially parallel to the first side;

- a first plurality of apertures formed in the first side and a second plurality of apertures formed in the second side;

- a first plurality of spacers coined from the first side and extending from the first side toward the second side; and

- a second plurality of spacers coined from the second side and extending from the second side toward the first side.

10. (Previously Canceled) The in-line skate of claim 9 further including at least one embossment in at least one of said sides.

11. (Previously Canceled) An in-line skate comprising:

- a chassis, formed from a single piece of metal, a plurality of wheels and axles rotatably mounted to a bottom part of the chassis, and footwear mounted on a top part of the chassis;

- the chassis including a first side extending along a first direction and a second side extending in a direction substantially parallel to the first;

- the first side including a plurality of first side holes formed in its bottom part;

- said first side holes being surrounded by a plurality of spacers coined from the first side and extending in a direction toward the second side;

- the second side including a plurality of second side holes formed in its bottom part;

- said second side holes being surrounded by a plurality of spacers coined from the second side and extending in a direction toward the first side;

- said axles extending through said holes in said first side and said second side; and

- said wheels mounted on said axles and spaced between said sides by said spacers.

12. (Previously Canceled) The in-line skate of claim 11 further including at least one embossment in the first side; and at least one embossment in the second side.

13. (Previously Canceled) A method of making an in-line skate comprising:

providing a single piece of metal suitable for forming;

forming said piece of metal into a skate chassis having a top portion, a bottom portion and two sides extending in a length direction;

forming a plurality of apertures in the bottom portion of the chassis along its length direction;

coining a plurality of annular projections from said piece of metal in areas surrounding said apertures to form a plurality of spacers extending from each side of the chassis toward the opposite side of the chassis;

rotatably mounting a plurality of wheels on axles extending through the apertures;
and

mounting footwear to the top portion of the chassis.

14. Canceled

15. Canceled

16. Canceled

17. Canceled

18. Canceled

19. Canceled

20. Canceled

21. Canceled

22. Canceled

23. Canceled

24. Canceled

25. Canceled

26. Canceled

27. Canceled

28. Canceled

29. Canceled

- 30. Canceled
- 31. Canceled
- 32. Canceled
- 33. Canceled
- 34. Canceled
- 35. Canceled
- 36. Canceled
- 37. Canceled

38. (Currently amended) A metal in-line skate chassis comprising:
a first metal side having an interior surface and an exterior surface;
a second metal side having an interior surface and an exterior surface;
a plurality of holes formed in the first metal side;
a plurality of holes formed in the second metal side;
spacers formed when areas are countersunk or counterpressed by coining on the
exterior surface of the first metal side from metal adjacent the holes in the first metal
side;
spacers formed when areas are countersunk or counterpressed by coining on the
exterior surface of the second metal side from metal adjacent the holes in the second
metal side;
the spacers formed when areas are countersunk or counterpressed by coining
forming truncated cylinders and extending from the interior side of the first metal side
and from the interior surface of the second metal side.

39. (Currently amended) An in-line skate including a metal chassis, wheels mounted
on axles that extend through holes in the chassis, and spacers positioned adjacent the
holes, the improvement comprising:
the spacers being truncated cylinders formed when areas are countersunk or
counterpressed by coining on the chassis.

40. (Currently amended) An in-line skate including a metal chassis, wheels mounted on axles that extend through holes in the chassis and spacers adjacent the holes, the improvement comprising:

the spacers formed when areas are countersunk or counterpressed by coining material adjacent the holes into short, truncated cylinders or cones that extend from the surface of the metal chassis.

41. (Currently amended) A process of manufacturing an in-line skate having a metal chassis, the improvement comprising:

forming short, truncated cylinders that extend from the surface of one side of the metal chassis and a countersunk or counterpressed configuration adapted to accommodate the head of a screw or axle.

42. (Currently amended) A process of manufacturing an in-line skate having a metal chassis and a plurality of holes in the chassis for supporting wheel axles, the improvement comprising:

spacers formed when areas are countersunk or counterpressed by coining that extend from a first surface of the chassis and leaving on a second, opposite surface of the chassis a configuration that will accommodate a screw or axle.

43. (Currently amended) An in-line skate chassis comprising:

a channel having a top, a bottom and a pair of sidewalls each having an inner surface and an exterior surface;

a plurality of flanges positioned at the top of said channel and adapted for attachment of footwear;

a plurality of holes positioned in said pair of sidewalls and adapted to receive axles for skate wheels; and

short cylinders formed when areas are countersunk or counterpressed by coining from material adjacent said holes and extending from each interior surface of said pair of sidewalls.

57. (New) A one-piece metal in-line skate chassis comprising:
a first metal side having an interior surface and an exterior surface;
a second metal side having an interior surface and an exterior surface;
a plurality of holes formed in the first metal side;
a plurality of holes formed in the second metal side;
spacers formed when areas are countersunk or counterpressed by coining on the
exterior surface of the first metal side from metal adjacent the holes in the first metal
side;
spacers formed when areas are countersunk or counterpressed by coining on the
exterior surface of the second metal side from metal adjacent the holes in the second
metal side;
the spacers formed when areas are countersunk or counterpressed by coining
forming truncated cylinders and extending from the interior side of the first metal side
and from the interior surface of the second metal side.

58. (New) An in-line skate including a one-piece metal chassis, wheels mounted on
axles that extend through holes in the chassis, and spacers positioned adjacent the holes,
the improvement comprising:
the spacers being truncated cylinders formed when areas are countersunk or
counterpressed by coining on the chassis.

59. (New) An in-line skate including a one-piece metal chassis, wheels mounted on
axles that extend through holes in the chassis and spacers adjacent the holes, the
improvement comprising:
the spacers formed when areas are countersunk or counterpressed by coining
countersinking-material adjacent the holes into short, truncated cylinders or cones that
extend from the surface of the metal chassis.

60. (New) A process of manufacturing an in-line skate having a one-piece metal
chassis, the improvement comprising:

forming short, truncated cylinders that extend from the surface of one side of the metal chassis and a countersunk or counterpressed configuration adapted to accommodate a screw or axle.

61. (New) A process of manufacturing an in-line skate having a one-piece metal chassis and a plurality of holes in the chassis for supporting wheel axles, the improvement comprising:

spacers formed when areas are countersunk or counterpressed by coining that extend from a first surface of the chassis and leaving on a second, opposite surface of the chassis a configuration that will accommodate a screw or axle.

62. (New) A one-piece in-line skate chassis comprising:

a channel having a top, a bottom and a pair of sidewalls each having an inner surface and an exterior surface;

a plurality of flanges positioned at the top of said channel and adapted for attachment of footwear;

a plurality of holes positioned in said pair of sidewalls and adapted to receive axles for skate wheels; and

short cylinders formed when areas are countersunk or counterpressed by coining from material adjacent said holes and extending from each interior surface of said pair of sidewalls.

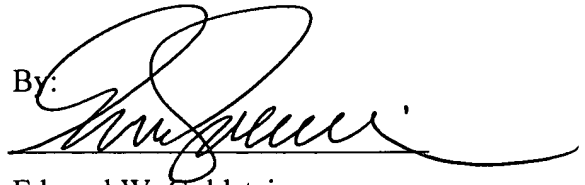
III. CONCLUSION

In view of the above supplemental claim amendment papers, Applicant hereby requests the acceptance of the Response to Office Action dated February 4, 2005.

Respectfully submitted,
GOLDSTEIN & FAUCETT, L.L.P.

Date: November 22, 2005

By:

A handwritten signature in black ink, appearing to read 'E. Goldstein', written over a horizontal line.

Edward W. Goldstein

Reg. No. 22,945

Goldstein & Faucett, L.L.P.
1177 West Loop South
Suite 400
Houston, TX 77027
Telephone: (713) 877-1515
Facsimile: (713) 877-1737